



YORKSHIRE CENTRE

JANUARY/FEBRUARY 2001



BARC CHAIRMAN'S LETTER



Dear Member

Happy New Year! This looks like being another good year for the Centre with the first Driving School Day already full and event entries anticipated to be as good as last year.

We are looking forward to the possibility of a new timing system, which is in its final stages of trials (See later in the Times).

There are many improvements taking place at Harewood including new Recticel Barriers at Clark's and upgrading gravel traps, along with track and spectator facilities.

In 2000 the Centre had the best year financially in spite of cancelling Practice Day and this year promises to be just as good.

Don't forget our first 'event', the AGM on Monday 5th March 2001. Come along and raise any points you think are relevant. (See page 16).

I wish you all a successful season and look forward to seeing you all at Harewood.

Simon Clark

Chairman

Don't Forget

**Enter events early to avoid
disappointment**

Issue No 84

**IMPORTANT
INFORMATION
INCLUDED WITH
THIS EDITION**

**Regulations
Booklet**

**Practice Day
Regulations**

**Marshals
Availability Form**

**Annual
Competitions**

Accounts

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M
E
S

*Happy
New Year
to all our
members*

CLASSES FORUM - SMALL TURNOUT

Brian Kenyon

As stand-in Chairman Chris Seaman said "everyone must be happy with the classes, the championship and the way we run events at Harewood or there was overwhelming apathy". He preferred to think the small turnout was due to the former.

Vast improvements in the timing system are on the horizon as are proposed improvements to the Harewood course and paddock. An extra MSA round may happen in 2002 but so as not to steal Tim Wilson's thunder (he has promised to fill members in on the committee's proposals) I will not cover them in this article. BK pointed out that the membership is very ill served by the committee, they do not inform the members about the work they undertake. Tim W offered to keep the membership informed.

No changes in the classes were proposed, no letters or phone calls were received on this matter, similarly the championship format will remain as 2000 for the coming season.

Two of our scrutineering team were present and reported that despite some members' helmets being re-stickered, they may need to be yet again re-stickered for the coming season. Please check your Blue Book for your helmet's validity.

Much light hearted banter revolved around Allan Staniforth's request for 100yd and 50yd markers prior to corners. As Chairman Chris pointed out, that might mean that you had to put the corner marker for Willow before Country!!! A bit confusing, what? Tongue in cheek, BK suggested that perhaps Allan would like to see signs indicating which way the corner turned!

Andrew Hext from BARC Headquarters had taken the trouble to drive the not inconsiderable distance from the Thruxton area to discuss the BARC web site and Yorkshire Centre's involvement in it. Pat & Brian Kenyon promised to feed him information as and when it was required. The last 20 miles of Andrew's 6hr return trip was a nightmare due to flooding.

A change in capacity for Class 4 up to 1800cc was suggested but as this would undermine the present competitors' competitiveness, it was

pointed out that if anyone wanted to compete with such a capacity engine, the Class 5 record was slower than Class 4, so an instant championship victory should ensue!!!

There was very considerable banter throughout the room and the meeting was conducted in a very friendly and efficient manner. Chris is to be congratulated in taking the chair of the meeting at the 11th hour when Simon Clark was unable to be present due to his wife's recent operation and illness.

I may have missed a few items but if you were not present at the meeting and you didn't contact Chris beforehand, DO NOT moan to me about classes or the championship for you will get very short shrift.

COMMITTEE NOTES

December Committee Meeting

It's the middle of winter, with many competitors no doubt busy fettling their mounts in readiness for next season. ... ok, so you're sat in the warm with the car untouched, like me!

The committee have however been busy preparing Harewood for 2001.

- timing developments have been a major consideration of the committee with a stunning new results presentation system making its debut this year, courtesy of a hardworking Jenny Woodfield. Our dedicated timekeeper David Clay has also been working towards providing a new clock capable of recording split times, etc. We hope to be able to announce progress in the next issue!

- a working party has put forward a package of proposals for site improvements, as discussed at the forum. Work will commence soon to: -

- * improve tyre barriers at Clarks
- * extend gravel traps at Orchard and Quarry
- * improve drainage at Willow and Orchard
- * improve spectator facilities at Farmhouse and Quarry

- We have also been considering the possibility of hosting a second round of the British Hillclimb Championship. This would be a two-day meeting, either an additional event or run alongside a Harewood championship round (not September). Some views were aired at the recent forum - what do you think?

Tim Wilson



LETTER TO THE EDITOR

Dear Pat

Just the briefest of e-mails to say how much I enjoyed Harewood this weekend. (Sept 9/10)

I arrived very late on Saturday morning as a result of a problem with the car, and it was great to find officials helping to get me signed-on, scrutineered and complete my practice laps very quickly after my arrival (I'm sure some venues would have declined my entry).

Shame about the weather on Sunday!

I think Harewood is a great venue and look forward to revisiting next year. Shame I live so far away.....

Please add my personal thanks to all the officials and marshals.

Anthony Cutler

Eds Note: This letter was published in the last edition of the 'Times' but the last part was missing. Here it is in its entirety.

**Why not pay a visit to the
Harewood web site?**

**It will give you up to the minute
information**

**During the season it will give
meeting results and
championship positions**

**Harewood web site
www.harewoodhill.co.uk**

Dear Pat,

As a new member who is interested in hillclimbing and would like to give it a try, I would like, through your letters page in the Times, to see if there are any members out there who are interested in sharing a saloon at the budget end of the sport.

I have raced before but gave up through lack of money, as is very common (I did race against Peter Herbert in his prime, is that a plus or minus?) Although I live in Lincolnshire, near Cadwell Park, I would be prepared to travel a fair distance to meet anybody. Many thanks for printing this letter and if anybody is interested I can be contacted on the phone number below.

Yours sincerely Ken Simpson.
Phone 01507 601612.

e-mails

Hi Pat

I have just had a look at the new web site - impressive.... so much better than the last. Very informative and some cracking photos too. Well done to those involved.

Dale Cordingley

HAREWOOD WEB SITE

Brian Kenyon

I thank Dale for his kind comments and assure him that improvements will continue. Like old wine, the site will get better.

I refused to be involved with our previous site provider as he saw fit not to take on board improvements and suggestions I made. Further we were told that it would cost a lot of money to change photographs on the site. I was disgusted that he incorporated images of a car leaving the paddock and another stationary on an airfield, this despite us sending many action photographs which were not included. The site did not promote the exciting image of our sport - in fact the opposite.

I indicated at the time we would increase our involvement if we were allowed more control of content.

Thankfully now Andrew Hext at Headquarters has taken the site over. Andrew understands the sport and its requirements and is amenable to our suggestions and requests and indeed suggests improvements. A good working relationship has ensued.

Anyone with suggestions on improvements to the site, or content, please get in touch with us and if suitable, they will be included.

MY YEAR IN THE MGCC CHAMPIONSHIP

David Coulthard

In addition to the Harewood Championship, I also compete in the MG Car Club's Speed Championship. The Toyota 5-speed gearbox fitted to my Midget puts me in class 6 at Harewood, where I am hopelessly outclassed by the stripped out, slick-shod racers. However, I enjoy modest success in the 'Road Going Specials' (RGS) class of the M.G.C.C. Championship.

The Championship is split into Northern and Southern Championships, and takes place over sixteen rounds. A driver's best 8 rounds count. Points are scored dependent on your position within class at each round, with extra points awarded for breaking class records or achieving a target time.

At the end of 1999, I collected a handsome trophy for finishing the season third overall in the RGS class. For 2000, my main competition would come from Jim Garvey's pink Midget, 'The Piglet', and Andy Long's Arkley (a Fibreglas body on a Midget chassis). An overall class win in 2000 looked possible...

The first round at Curborough was cold and damp. The Harewood-like conditions obviously suited me, as I took a class win, with the Arkley three places behind and The Piglet still in the garage, waiting for a new engine. Not a bad start to the campaign.

None of the RGS class attended round 2 at Olivers Mount, so I was looking forward to extending my lead at round 3, Harewood. But disaster struck on my first practice run when the anti-roll bar ripped itself out of the chassis leg. Not wanting to exacerbate the problem, I was faced with retirement.

Despite the fact that I would be his closest rival for the season, Andy Long offered me a double drive of his Arkley, which was gratefully accepted. I was slightly embarrassed to find myself leading the class and two seconds quicker than the car's owner. A little bit of coaching between the second and third runs saw Andy pip me for the win by two hundredth of a second. You know, some times I can be just too helpful! Still, better to score points for second than none at all. My class lead had increased slightly, but would I regret the dropped points later in the season?

Round 4 at Barbon Manor had no takers, so it was off to the MG Car Club's annual 'bash' at Silverstone for Round 5. Starting at Chapel, down Hanger Straight, round Stowe and finishing at Club, it sounded a little dull on paper but was actually pretty spectacular, especially the high speed entry to Stowe! However, the long straights and wide corners didn't suit the Midget and we trailed home in fourth. The Piglet, resplendent with a new pink engine, won the class, with the Arkley third. I left Silverstone as joint leader.

Rounds 6 and 7 at Prescott and Anglesey were too far to drive the Midget. Piglet capitalised on my absence, by gaining extra points for achieving the target times at both venues. My class lead had evaporated and I was now 12 points adrift in third.

I was looking forward to Round 8, at Scammonden Dam, the only track where I hold an MG class record! My confidence was short lived, as the Piglet took a huge chunk out of my record. I finished the day third overall. At the season's mid-point, a quick reassessment suggested second in class was a more realistic target!

Rounds 9, 10 and 11 came on successive August weekends. No Arkley to worry about at Curborough. A new 'Personal Best' and third brought valuable points, which would help since I suspected it would have the legs off me at the following weekend's 'two lapper' at Three Sisters.

Despite my doubts, I beat the Arkley by half a second, thanks to the wet conditions. I retained third overall, 11 points adrift, with the Arkley still breathing down my neck in fourth.

Next up was RAF Leconfield, near Beverley, where 2.2 miles of pristine tarmac awaited. Like Silverstone, the big wide runways weren't going to suit the Midget. Despite organisational problems at this new venue, we were offered 2 convoy runs, 2 practice runs and 4 timed runs. Having only 40 starters helped!

My second mechanical failure of the season occurred at Leconfield - my accelerator pedal snapped off. Fortunately, I always carry a spare (doesn't everyone?). As expected, I was out performed by the Piglet and the Arkley. However, third place was just enough to net second overall. FTD fell to Harewood regular, George Bleasdale in the Pilbeam.

Only one car attended Round 12 at Anglesey, but I still slipped back to third again.

Back to a wet Harewood for Round 13. If I could win the class, with the Piglet in second and the Arkley third, I was assured of second overall.

Running in my Harewood class gave me a big advantage over the other MG's. The track dried very slightly for my second run and I was fastest Road Going Special by over 4 seconds. The bad news was that the Piglet, in its first ever event at Harewood, struggled in the conditions and the Arkley bagged second. The celebrations would have to wait for the next round.

Round 14 was a week later at a new venue for me, Thoresby Park. But whilst we were competing at Harewood, militant lorry drivers and farmers were blockading the fuel distribution system. Within days, the country was dry. Marshals and time keepers were unable to get to the venue and the Nottingham Sports Car Club were forced to cancel the event.

Now the slide rules and calculators came out. With only two rounds to go, the loss of Thoresby was a major blow to my aspirations. Dropped scores were now coming into play and the possible scenario's were many. The Piglet had wrapped up the class long ago, but provided I could beat the Arkley at our return to Three Sisters, second was mine.

I'd beaten the Arkley there earlier in the season, but over two laps and by less than half a second. Could I do it again? Was I getting paranoid? Did I detect the hand of Bernie Ecclestone, manufacturing a grandstand finish to the season?

Three Sisters in October - cold and wet. What a surprise! Practice went badly with the Arkley a couple of tenths faster in the first run and a good three quarters of a second faster in the second. But then, just before the first timed run, out came the sun and all was well with the World. Digging deep for a new PB, I beat the Arkley by two tenths of a second. Once my hands had stopped shaking (always the sign of a good run), I started praying for rain.

Timed run two. Disaster. It stayed dry. The Arkley drove a blinder and I was beaten by half a second. My Championship was going to go down to the wire at the final round, Scammonden....

Just 28 cars braved Scammonden. The previous day's incessant rain had left the start area awash and the weak sun struggled to dry the remainder of the track. Practice and the first five timed runs were a disaster, with the Midget suffering an appalling lack of grip. I could get within a second of the Arkley, but no closer.

What made matters worse was that I had foreshortened a touring holiday in Scotland in order to compete. A ruined holiday and then no 'pot' would be unthinkable! Talk about pressure...

During lunch, I dropped a couple of pounds from the tyres and softened the rear suspension in an effort to find more grip. This transformed the car and in the next timed run, I beat the Arkley for the first time that day. Run seven, and I was three quarters of a second to the good. Could I hold out for the 8th and final run?

In an effort to drive the wheels off the Midget, I got too much wheel spin off the line and a 'confidence lift' on the final bend cost more time. No improvement. The Arkley got a much better start, but ran slightly wide on the first bend. The rest of the run looked nice and clean. Had I done enough?

After an agonising wait, the final times arrived from the time keepers caravan. The Arkley had recorded its fastest run, but was just under two tenths slower than me. The relief was immense! Second in class for the Championship was mine by just a single point!

Having been third in 1999 and second in 2000, can anyone help me with an aim for the 2001 season?

HIGH FLYER

80 years young, Harry Mason recently competed in the Novices Class of the National Aerobic competition - he won beating 10 other entries.

Talk about life beginning at 40, how about 80!!

DE-COKE

Bob North, another octagenarian, has recently had a spell in hospital undergoing, as he put it, a de-coke of one of the veins in his neck.

At the moment he is recuperating at home and making excellent progress.

FOR**SALE****EQUIPE HERBERT JANUARY SALE**

Ultra light Kevlar bonnet and nose for standard bodied Westfield

£200 each

Set of forged Cosworth Ford 1300 pistons

£200

Rods also available

Set of cast Ford 1300 pistons (+0.060)

£30

All offers considered no matter how insulting.

Ring Peter Herbert for a haggle on

0191 301 8723 (office)

01325 377125 (home)

FOR**SALE****1982 Royale RP 30 2 litre**

Regular Harewood competitor for 8 years.
Now with 212 hp QED 16v Vauxhall and Merlyn bell housing to good Hewland Mk 9 with spare ratios.

Original 175 hp Burton 2 litre Pinto included with exhaust/silencer and full fitting kit.

Rebuilt from bare chassis with new floor and bulkheads. Some chassis and suspension spares.

1 gallon sprint tank; original 5 gallon race tank included.

Good Avon slicks on 8" & 10" Revolutions
Wets on 6" & 8" Revolutions.

Starter battery on trolley.

On-board extinguisher system.

Demon Tweaks Quick-lift jack included.

Trailer with ramps, winch, spare wheel & electrics.

Offers around £6250.

Ring Tony Briggs at 0191 413 4289
(Newcastle on Tyne)

FOR**SALE****1981 Sparton FF1600**

Classic Formula Ford and regular Harewood car since 1987- Record Holder, and mentioned on page 378 of Uphill Racers.

Strong Auriga engine.

Hewland Mk 9 with spare ratios.

1.5 gallon sprint tank fitted; 5 gallon race tank included.

Modern on-board extinguisher system fitted recently.

Some chassis spares.

Tailored/fitted waterproof cover.

Lightweight trailer with winch.

Smart looking and well behaved car, nicely set up and maintained.

Offers around £2650,

Ring Tony Briggs at 0191 413 4289
(Newcastle on Tyne)

**Answers to Motoring
Mastermind Round 1**

1. N H C Special. 1172 Ford engined Trials car
2. Ted Bowers Booth - Harewood commentator
3. Jim Clark. (1958)
4. Mike Kellett, Dick Hanson and Bob Hudson.
Austin Healey 100S
5. Cecil Booth.
6. Brian Waddilove.
7. Ferguson P99.
8. Top of Staxton Hill on the Scarborough Rally
9. The milk tanker arrived to collect the milk then returned up the hill.
10. Derek Clark. Jim Thomson.
11. Pete Lawson, BRM Type T67 - 4WD 1968
12. Phil Chapman. - Chapman Mercury
13. Chippy Stross.
14. George Tatham.
15. Roy Walton. - Walton Bristol
16. Christopher England.
17. Allan Staniforth.
18. Tony Lanfranchi.
19. Henry Fergus - Fergus Automobile Racing Team
20. Peter Bolton.

Round 1 was won by Tony Hodgetts

MOTURING MASTERMIND

ROUND 2

Quiz by **Barry Newton**

Racing circuits and Formula One nicknames

Circuits

Where is?

1. Vialone.
2. La Maison Blanche.
3. Fordwater.
4. Blanchimont.
5. St. Devote.
6. Island Bend.
7. Flugplatz.
8. Chapel Curve. -
9. Dingle Dell.
10. The Tamburello.

Dear Member

I hope you enjoyed the challenge of the quiz in the last edition of "The Times". Do not be deterred by failure to complete it, as not everyone has the historical recall of Tony Hodgets and there is always second place to go for! Whilst I am happy to continue, I would not wish to waste my time if the general membership found it boring/irrelevant/mind numbing, or perhaps, all three. Your views as to whether I am to continue and, if so, whether the standard is too easy or too high, or about right, would be appreciated.

The last quiz was won, convincingly, by Tony Hodgetts with 19 out of 20, whose knowledge of cars is, clearly, better than that of Duck Ponds! He was closely followed into second place by Malcolm Dungworth, who was equally ignorant about Duck Ponds and got one third of question 4 wrong, so first place was decided by one third of one question - a short head in horse racing parlance, or the width of the timing strut in hill climbing language. Honourable mention to John Green who followed in third place with "highly commended" going to Tim Bendelow. I hope you find this edition's quiz blended for the young bloods as well as the geriatrics.

BARRY NEWTON

**The winner will receive one of our exclusive,
much sought after, Harewood Baseball Caps**

**Entries in by 28th February
2001 please.**

Your answers please to:

Mrs Pat Kenyon

'Hillside', West Lane, Holdworth

Loxley, Sheffield, S6 6SN

**and I will forward them to Barry for marking
after 28th February**



Nicknames

Who is/was?

1. The Professor.
2. Der Regemneister.
3. The Pampas Bull.
4. Le Papillon.
5. El Cheuco.
6. Nino.
7. Black Jack
8. Pinnochio.
9. The Flying Scot.
10. The Silver Fox.



CONTINENTAL CAPERS

Peter Herbert

There is something rather special about rolling off a ferry onto foreign soil, racecar in tow, and bowling down a sun soaked road en route to a continental hillclimb.

Much more exciting than a trip across a windswept M62 to Baitings Dam, or even a run over the M42 to Shelsley Walsh. Here is a chance to spend lots of currency for the privilege of competing in an event with regulations that are not understood, run over a course too long and complex to learn, only to be beaten by drivers with unpronounceable names.

the easiest to locate; therefore registering for the European Hillclimb Championship with the Swiss co-ordinator affords access to the FIA sanctioned series regulations and calendar.

Being an international championship, an appropriate license is required, as is an internationally recognised car. There are two championship categories, "voitures de production" which includes Group N, A and Super Production saloons, and "voitures de competition" which caters for sports racers. There are class subdivisions, and an upper sports racing car engine limit of 3 litres, but points are scored for group positions. Last year there were twelve qualifying rounds.



Plucky Englishman Peter Herbert guns Russ Cockburn's M3 up Mont Dore hillclimb beneath the admiring gaze of seasoned French marshals'

During the sixties and seventies, long before it devoted its pages to the shallow hyperbole about Formula One teammate feuds, Autosport gave full coverage to European Hillclimb Championship rounds. Tales of Peter Schetty, Gerhard Mitter and Arturo Merzario in factory Ferrari, Porsche and Abarth spyders, racing alone against the clock over as far as 21 kilometres of mountain roads enthralled me, but never did I dream that I would ever follow in their wheel tracks.

There is a rich world of speed hillclimbing beyond our shores, a fact easily ignored from within the lush green paddocks of the cosy British hillclimb scene. But finding out about it is not the work of a moment. Understandably, the biggest meetings are

Adding an International Speed credential to my National A Race licence necessitated a stress related ECG due to my advancing years. On the treadmill, wired up to a monitor, off I went, blood pressure being checked at intervals. After what seemed an awful long period of running uphill, a will to live was slipping away, so I enquired of the supervising physician as to whether I had yet reached the required standard of endurance. "Oh you did that some time ago" he remarked casually, "I was just curious as to how far you could go".

Well, be in no doubt, I have not got to where I am today by doing anymore than I have to. The treadmill was vacated forthwith.

As my faithful Westfield was ineligible for the

European series, my spannerman Russ Cockburn produced a 3 litre Group N BMW M3 from a dusty corner of his garage. Although not of ultimate 3.2 Evo spec, the 318 bhp left hooker had good history, having been built by BMW Motor Sport in Munich, run by Schnitzer for a German privateer, then more recently hired out to such aces as twice BOSS F1 Champion Nigel Greensall and former BTCC title holder Chris Hodgetts for long distance races.

So, almost exactly thirteen years to the day since sitting on the Harewood starting line in my Peugeot 205 GTi at the May 1989 Novice Meeting, my speed event debut, I found myself sitting in thirty degree heat on the startline of the 5.5 Km Monte Jaizkibe climb in northern Spain.

And what a fabulous course, with excellent organisation and huge crowds. On our return runs down the hill the 'pilotos' were virtually mobbed by excitable Spaniards, with driver's hands being shaken, cars stroked, and entire families queuing to be photographed together next to competitors.

Results were decided by the two runs being added and a second in class and tenth in Group N was an encouraging beginning. French aeronautical engineer Michel Lamiscarre from just across the border at St Jean de Luz, was my class pace setter, and a constant yet friendly rival throughout the season.

I could not have wished for a more enjoyable continental hillclimb debut, and even the seasickness that overcame me on the return crossing of the Bay of Biscay could not dampen my enthusiasm for European competition.

Few can claim to have raced in Slovakia, even fewer know where it is. The Slovakia Matodor course runs through the Carpathian Mountain foothills to the north east of Bratislava in the southern part of what was once Czechoslovakia. The Czech Republic lies to the north.

The 5.5km hill is fast, despite four hairpins, flows beautifully and once again, two heats added determined results. This time my main adversary was Czech driver David Komarrek's Vonka Racing M3. Increasing confidence in my mount enabled me to stay within less than a second a kilometre of him to finish second in class and twelfth in group.

July was pretty hot in that part of Europe, and the harder Dunlop's of my competitors' appeared to be more consistent than my Avons. But I had bought them at great expense so would have to use them, and hang their weaknesses.

My third excursion was in August, and two European Championship rounds were tackled on consecutive weekends. The first was the 5km Mont Dore course in the Massif Central region of western

France. Here I was joined for the first time by five fellow native English speaking drivers in the shape of Channel Islanders Colin Le Maitre and Mike Dean with Reynard and Ralt, John Page from Bristol with his Reynard and the Alfa Romeo squad of Gifford Racing led by American Don Halliday in a superb GTA and Englishman Nick Adams with his Giulia Ti Super.

Being a French Championship round there were lots of quick Frenchmen about, quite a few being entered in my class. On this occasion the best two of three runs being added decided results, and due to its lack of rhythm and features, I never really came to terms with the hill. A non-damaging trip into the cheap seats on my second run did nothing to help my cause either.

The outcome was Monsieurs France, Granjob and Lamiscarre demoting me to fourth in class with their M3's. I was a lowly twentieth in group. Yet once again the atmosphere was great, unlike my driving, but it was a long day. On race day 250 drivers took from 8.00am until 7.00pm to put in three ascents and descents, although a few visited the scenery in the process.

There now followed a cross country journey to Switzerland. A slight detour to the north allowed a recce of the hillclimb course at Turckheim. This was not on my 2000 agenda but could be a course to be tackled seriously in the future. An overnight stop in the Alsace town of Mulhouse enabled a visit to the superb Schlumpf collection at the National Motor Museum, then we crossed the border and descended into the valley where the tiny mediaeval city of St Ursanne lies.

With three days to learn the 5.2km ascent I had hopes of a class win, but Monsieur Lamiscarre had other ideas. The course is a classic, beginning with a run through the outskirts of St Ursanne. There follows a fast 120mph (in an M3) plunge down a main road and beneath railway and autoroute viaducts, then a scary climb through trees to an open Alpine meadow where three glorious open hairpins lead to the finish just short of Les Rangiers.

Once again it was hot, and Russ raised my tyre pressures to avoid the rubber going off. But I was no match for Michel who knew the hill as well as the Marseillaise, and I had to settle for second in class. However, I did rise at one point to fifth in Group N only to be mugged by a couple of locally driver Honda Integra R's in the final analysis when two runs were added.

Would I do it again? Most certainly. But this year I want to race over a really long hill and the 15.2km Coppa Bruno Carotti held near Rome sounds like just the thing I am looking for.

Too much weight, too little power and balls too small ...

Dale Cordingley

Now that the dust has settled on the 2000 season, I am looking forward to 2001, no doubt like many others.

Class 4 was an absolute stonker with the overall Harewood champion, Dave Banner, putting the pressure on all of us. Four cars in the championship top ten were from this highly competitive class - Dave, Andy Stokes, Mike Geen and me.

Unofficially there are two sub-classes within class 4. There is the Banner/Stokes class (4a) and the rest (4b). Class 4b is at a distinct disadvantage to 4a in that most of us keep our brains in when we drive, which tends to lead to a self preservation style of driving - fast enough, but not fast enough ... if you see what I mean! Messrs Banner and Stokes have had the lobotomy, which the rest of us need, plus their cars are pretty good as well, hence their times. So the challenge is for the rest of us to move up in to class 4a.

At the top of the second division are Bob Bellerby and Mike Geen, both planning to get another slug of power from their Peugeot engines, currently giving around 130 bhp (note Andy's has about 230 bhp and Dave's 180-185 bhp or less depending on which day you talk to Dave!!). Both have very different cars Bob's diminutive Sylva Striker and Mike's well preserved Dutton (in a lovely shade of green - or is it Geen - with occasional random splashes of blue thrown in for artistic measure)! Now these cars are pretty quick and seem to get faster each event, and are so light at around 470 kg, that if the wind blows they have to hold them down. My Caterham by comparison is positively obese at 525 kg, but with a tad more power at around 150 bhp, however as Dave Banner says "it does look pretty" and that means a lot to me! The three of us have battled all season and also shared the glory, let's hope it continues.

Modifications to my Caterham for 2000 included throttle bodies from a Supertight R to get a bit more juice and air flow in to the engine, a competition exhaust and some of those nice Bridgestone S02 tyres part way through the season. Due to the limited sizes of these tyres it nearly cost me £2k to upgrade to them! First there was the cost of the tyres, then the new 15" wheels to put

them on and then the matter of a new trailer because of the extra width. Luckily by sticking to 6.5" wheels the car just fits on my existing trailer with absolutely nothing to spare. Anyway the new bits did the trick and allowed me to improve my runs by over a second and a half to achieve a personal best of 66.08 and to finish 6th in the championship at my second attempt, just one behind one of my heroes Andy Stokes and 5 places behind the class 4 god, Mr Banner!

So what of 2001? Well I either need to lose some weight or the Caterham does. However, I would hate to disappoint Dave by making the Caterham look "unpretty", so care will be required. I also need another chunk of power to close the gap to the others, but without taking out another mortgage. Giving away 10 mph up the straight to Dave and Andy is a life-time in class 4, although the difference in overall times has come down even though the record has been broken four times. So with a new double width, double length garage under construction and a pile of information on k-series engine upgrades from the web and other contacts, I intend to get my hands dirty and have a go myself. Target power? Around 180 bhp - we'll see.

What about the others in the class? Well Robert Warwick has beaten his psychological 70 sec barrier, and dare I say it needs to keep his finger out now, and Peter Ashley is knocking on the 67 sec door, his Westfield handling slightly better than his automatic Ford Mustang! Then there are a host of others including some newcomers that look like they could be quick in the future. We may even see another Cordingley on the track in the form of younger daughter Sarah, who until now has been an avid supporter and spectator. With a bit of luck class 4 will be just as competitive again in 2001.

Oh, and just to echo a number of comments in the last issue of the Times, can I pass on my thanks to all the organisers and marshals for all their hard work to make our play time possible. Also to thank the Harewood Driving School and my instructor, big boss Simon Clark. The school genuinely is by far the best tuning kit around for the money - where else can you find a 2 second improvement for around £135!

2001 DRIVING SCHOOLS

We have many endorsements of the school. In this issue read the articles from Nick Frost and Dale Cordingley, they are both sold on the idea.

We are happy to inform you that our first School on 5th April is oversubscribed and the later Schools are filling nicely.

If you want to improve your technique, speed and time recorded at Harewood, enrol now. No matter what your level of experience and expertise, you may find the elusive key to unlock further improvements.

Thursdays	Dates: April 5th April 26th May 24th August 23rd	full
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**Contact Pat Kenyon on
0114 234 0478
e-mail:
pkenyon@holdworth.fsnet.co.uk**

MAJOR NEW APPOINTMENT FOR DAVID GRACE

Ferrari web site supremo, Christian Mineeff, told us by e-mail on 21st January to look at the Rockingham web site. It informed us that David Grace has been appointed Chief Executive of Rockingham Motor Speedway. David takes up the new challenge in February.

This massive new responsibility to get the new raceway up and running will be tackled in the highly efficient manner we have come to expect of David.

We congratulate him on his appointment and look forward to further developments at the Speedway. As many of you will know, it is to incorporate an oval as well as a more conventional race track. The Speedway opens on 26th May.



Harewood Speed Hill Climb Merchandise

Order Form



Name:
Address:
.....
.....
Post Code:
Tel number:

Item	Price	Size (M?L?XL?)	Quantity	Total price
Sweatshirt	£18.00			£
T-shirt (L or XL)	£10.00			£
Polo Shirt	£15.00			£
Baseball Cap	£8.00			£
Fleece Hat	£7.00			£
Total Price				£

Please make all cheques payable to BARC
Return to Carol Wride, 124 West End Drive, Horsforth, Leeds LS18 5JX

LETTER TO THE EDITOR

Dear Pat

'Thank you, for the Driving School Winners award sent to me yesterday, I am really looking forward to going and it is a great end to my first two years in Hillclimbing. I thought you might be interested in how I started and my experiences so far.

As you know I am a newcomer to the sport of Speed Hill Climbing, beginning only last year as a competitor. However, I began watching from a very early age as my father competed in various cars in the early 60's.

If you are new to Hill Climbing, then starting up can be very intimidating. This is where the two leaflets: "How to start Hillclimbing and Sprinting" and "The Layman's Guide to Hillclimbing" by the Yorkshire BARC were absolutely invaluable. I picked these up whilst spectating the year before I began competing.

Having completed the RACMSA course and receiving my Racing License in February 1999 I decided to attend the March Harewood Speed Hillclimb Driving School.

Like most people I thought I could drive a car pretty well and although determined to take my first run very steady, I set off like a loony (It must have been the effect of having that crash helmet on and an instructor by my side). When I got to the top, I couldn't believe how narrow and slippery the track was (bone dry, warm day) and why I could not keep my car in a straight line. The rest of the days instruction and practice were absolutely invaluable; I must have learnt as much on that day as I would have learnt all year, without advice and tuition.

I competed in May 1999 at Harewood and came 14th out of 19 with a 72.85 in the Ferrari Class.

I then attended the Harewood School in August, three days before competing. This time I also bought the video of our day from the Mad Video Productions company. This was to prove a great aid. I had spun several times at Willow bend during the instruction day. The Saturday before competing I watched the tape and there it was. Obvious. Hard to tell when you are inside the car but very obvious when you see it on tape - my inside wheel was on the grass nearly every time I turned in for the corner.

If you want to get the position of your car and the lines right you need to watch yourself on tape.

This time the day of competition brought a 69.01 and 4th out of 15 in the Ferrari class ... Getting better.

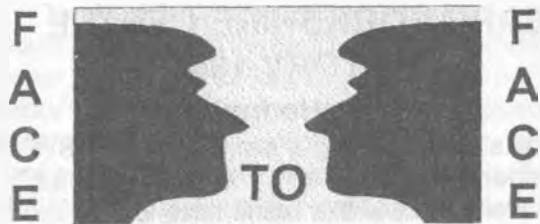
On the 4th May 2000, I went to the school again and with the help of Simon Clark and the confidence from winning the driver of the day, I competed on the 13th..... Disaster, on my first timed run, with the adrenaline running high, I set off before the green light and despite getting to the top thinking, that must have been my fastest timed run yet, it was of course a fail. An expensive mistake I hope I will not make again. This really knocked my confidence. My wife and two young children were there as well as quite a few friends and I felt under pressure to do well. But another lesson was going to be learnt, that of over driving and trying just too hard. The next two runs both ended with a spin and a fail. No damage to the car, but a last place in my class.

5th August 2000 and guess what another trip to the School and another driver of the day award with 92%. This time my instructor was Tim Wilson and whilst all the instructors are genuinely excellent a few things he told me made a big difference. My time on the 6th was 66.80 and a 2nd out of 16 in my class, my best result so far.

In addition to improving my times at Harewood, I have also done steadily better at the other venues I have competed at and whilst practice is a big help I have no doubt that the Hillclimb School at Harewood has been the biggest single contributor to my improved results. I have personally only attended the School at Harewood but many of the drivers in the Ferrari class have attended Schools at other venues too. Every one I have spoken to says The Harewood School is more relaxed and enjoyable and has without doubt the best instruction.

I will hopefully be back at the School again next year and you never know they might want me to instruct eventually!

Kind regards
Yours sincerely
Nick Frost



PETER VARLEY

It seems strange not having a racing car in the garage. The first trophy that I can find is dated 1964 (Leighton Hall). In between what a fantastic life we have had ; and more to come.

Born in 1939 the son of an Ironfounder/ Engineer in St.Helens Lancs. I finished my education at Bootham School in York (having been in their swimming team for some years).

My professional training to be a Chartered Accountant was in Letchworth, Hertfordshire where my sporting interests took-off. As with many people you take up sports that your friends (usually the drinking variety) are involved in. So in this era it was golf, fencing (the sword type) and rock climbing.

Returning north (my father said that being 'down south' would broaden my outlook) after five years, my parents had moved to Windermere. The social drinking revolved (not surprisingly) around motorsport and sailing. I did a bit of rally navigation but it never really turned me on. I first went to Barbon Manor for the Championship round 1963. I remember Jimmy Johnson was there driving a Austin Healey Sprite. Next year I marshalled. Then I was hooked.

At the same time I joined the Royal Windermere Yacht club. So for the next few years I was driving to meetings in the North in my MG Midget and racing a GP14 dinghy on Windermere. This sharing of activities went on until 1972 when, living in Yorkshire, my new girlfriend and family became a priority. Sailing took a back seat until the family had grown up.

We were very successful at sailing. Most of the club trophies bear our boats name. With my brother Joe (who went on the mechanic for the Ford works team in the European Touring Car Challenge

with Escort BDA's) we won the annual points trophy with a top score that lasted as a record for many years. Hillclimbing was three distinct phases, before family, with family and after family. I have only had six competition cars in all these years:-

Mark I (frog eye) Sprite - 998cc

Piper GT - 1275cc

Ginetta G12- twin cam

Brabham B21 (ex Nick Williamson) - twin cam

Ensign Atlantic - BDA

March Pilbeam R28/46 (ex Alan Newton) -

Cosworth 2 Litre

In the old days Hillclimbing was a bachelor sport. We would all book into the same hotel and on Saturday night eat and drink far too much. (you could afford to do this then). In the 'Shell' days we would all meet at a Grill on the way home and spend the prize money. You could not get away with it nowadays; sometimes it was difficult to remember how you got home. Then Roy & Betty Lane started to stay at the Hill. Tents started it then motorcaravans etc..

The friendships and atmosphere nowadays far outweighs the excesses of the past.

Memories of phase 1: Coming 2nd at the 1972 Wiscombe Park Championship Runoff. (rain assisted of course).

Finishing 11th in the Championship. see Uphill Racers page 239 Hillclimbing in Switzerland 1970 with the Ginetta at St.Urzanne les Rangiers

In the Channel Islands we all went to a go-kart circuit, much to the alarm of Freddie

Brown the Shell co-ordinator, who saw all his stars trying to write themselves off before the meeting.

Taking the Brabham to Guernsey to their meeting which would allow them to prove they could run a championship meeting. Everybody else was dodging a ferry strike to get to Great Auclum (they didn't know why either). Richard Shardlow got FTD, I was second. (this became a Castrol Quiz question). The car was flown back to Coventry as part of a flower shipment, difficult because it wasn't on the manifest.

Memories of phase 2: In 1972 I met Sue and her children Samantha and Johnathan. This changed everything . After a bit I was persuaded.



by a Doune downpour, to change the tents for a VW Caravanette. Then the ex-David Render Adventurer Transit.

Jane was born in Salisbury; after a Gurston Event. (I wasn't allowed to drive). The girls have both worked on the scoreboards at very nearly every Championship Hill. Johnathen has helped anybody in need, be it Morris Minor or single seater, since he was kneehigh to a grasshopper; especially if a crew member had a good figure (preferably blond).

Sue and I regularly look back on these 'golden days' which have produced such a super family and so many friends.

Doune will always be our spiritual home. The Hill (frightening) seems to suit my style. The stories would fill a book on its own.

A 29.03 at Shelsley was one of those days where everything went right.

Memories of phase 3: Things were not the same without the family. The 'buzz' had gone out for us. We still had some good times. My last drive was at the Championship meeting this year (2000). Slow and geriatric (per Johnathen) but enjoyable. The kick I got by Johnathen's win in September can only be appreciated by other Dads in this situation. The lad has got excessive talent.

I have now resigned from being Treasurer having done this for many years now. The Committee under the guidance of Simon Clark has gone from a large loss to a consistent substantial profit in this time. We have paid off the loan to cover the loss and nearly paid for the track extension. I am sure that Thruxton will consider kindly a request for funding the resurfacing of the old track in the near future.

Sailing has now taken over again. Sue and I will be taking our 36' Dufour sailing cruiser to warmer climates this summer (a proposal from Johnathen to sail in the Caribbean in winter and Hillclimb in summer was turned down).

We thank everybody for wonderful times; good luck to you all in the future.

A STEP TOO FAR

'Bing' Crosby was told by his decorators that they would do everything but 'Bing' decided he would help and promptly fell off the steps and broke his femur. Not the sort of thing you want to do at 80 years of age!

A lengthy stay first in Scarborough hospital and then in Driffield hospital ensued but he is in good spirits and making rapid progress.

BARC YORKSHIRE CENTRE HISTORY 1967

Tony Hodgetts

As an opening, I cannot beat MSW's comment in February's "Mainly Personal": "...Governments of this island have looked upon the motor car as an evil to be taxed heavily, discouraged as far as possible and blamed for almost every social ill". Not much changes; 33 years later the only change I would make is to add "or physical" after the word social!

January saw the Midnight Film Matinee at the Merriam Centre Odeon Cinema, with a vintage selection of motor sport films for the princely sum of 7/6 a head (37.5p). Bill Varley of the West Riding County Engineer's Department wrote an article on the planning of the northern end of the M1, and the forthcoming M62, telling us what they would be like when completed. Bill was much involved in the surveying and plans for the original Harewood hill - a snippet compared with Scammonden Dam etc.

The April Harewood, had in the main the usual names in the class winners, but a foretaste of things to come was Peter Lawson taking the FTD in his Brabham-Ford. Our April Croft meeting, in sunny weather for a change, enjoyed a crowd of over 10,000 for a pleasant little club event. The Spring National Hill Climb at Harewood drew a similar crowd, and Bryan Eccles (Brabham-Olds) snatched FTD from Peter Lawson on the last run of the day. For many, the star of the day was Basil Davenport in (or on) "Spider" the formidable G.N. Shelsley Special.

The Scarborough Weekend was won by Phil Cooper, who thereby won his second "Scarborough Gold", for three successive Scarborough Cups - the first ever to achieve this honour (and I think the only one).

The July Circular reported that membership of the Centre now stood at 1,292; one of the new joiners was Haydn Spedding. The June Club Night, in the form of a Harewood practice evening, attracted 106 entries. The Centre's July race meeting at Croft attracted 20,000 spectators and 200 entries of high calibre, thanks to several championship rounds and fine weather. Among the drivers were John Lepp, Ted Worswick, John Gott and Jean Denton. The Formula Vee race was won by Jenny Nadin from Nick Britten.

Later in the month, Harewood saw the Novices Hill Climb won by Geoff Winder, with the names of Brian Kenyon and Malcolm Pinder starting to appear in the upper reaches of their classes.

The September championship hill climb saw records falling right up the field, from Jeff Goodliffe's Cooper "S" through to Tony Marsh's Marsh Buick Special's new outright course record. Peter Lawson appeared in his newly-acquired BRM 4-wd., and at one point held the new record until Marsh pulled out all the stops on the penultimate run. The annual cricket match against De Lacy MC was won by BARC by 77 runs, our team being largely composed of Wood brothers and Rogerson brothers. The Birds' Event was won by Chris Riall from Gill Haigh.

The Autocross held at Dunkeswick succumbed to evil weather, the deterioration of the course ensuring that the early-running Mini Cooper "S" of Geoff Helliwell triumphed over a number of cars which in theory were capable of faster times. The Mini was nearly 70 seconds faster than a Porsche driven by a well known F5000 driver, who knew how to handle wheelspin.

"Face to Face" interviewed 'Bing' Crosby, now one of our "officials d'honneur", but then a successful competitor in sporting trials, sprints and hillclimbs, his mounts including Mini Cooper "S", a Centric-blown 1100 Cooper- JAP, a Lotus 20 and a Mamba.

The Scarborough Hill-Climb wound up the speed season with twelve new records, including the course record set by Peter Lawson's BRM, hotly pursued by David Hepworth's Brabham Traco Olds, which was being 'sorted' into a very quick car. The racing season closed with a good 'clubbie' at Croft, and the Greenwood Cup Trial went to Geoff Winder from John de Lacy Taylor to wrap up a busy season.

The Committee ended the year on a high, but rather plaintive note in deciding to install ARMCO protective fencing along the Paddock side of the Finish Straight "despite the high cost involved" as it was thought that the RAC would probably insist on it before very long anyway.

ENDURANCE WIN FOR BARC KART TEAM

Richard Spedding

"BARC Super Team win kart endurance reveals William Hague in the House of Commons"

The BARC team won the one and a half hour endurance by a comfortable margin of 10 laps at the Pole Position Kart Track in Bradford.

The team, organised by Richard Hardcastle for the Conservative Association, led from start to finish even though experiencing brake failure before the first pit stop, which made driving interesting!!!

After that, the team with a number of record breaking laps, eased to a comprehensive victory!!

EDITORIAL



The season is nearly upon us and as you see, you have a bumper pack with this 'Times'. If you are contemplating entering Practce Day, do so as soon as possible as I expect it to fill up rapidly.

Yet another reminder to members to enter events early as I fully expect events to be fully or even over subscribed.

The AGM will be held on Monday 5th March at the Parkway Hotel, Otley Road, Leeds. If you have any suggestions to make, please try to attend.

The Driving School is proving as successful and popular as ever and the first date is over-subscribed, so if you wish to enter any of the subsequent School days, don't leave it too late.

It falls to me to wish you all a Happy New Year and a Successful and Enjoyable Season.

Pat

NEW TIMING SYSTEM

Don Burt

Following the December Committee meeting there was a short trial of a possible new timing system for the hill. This system can use a combination of cable and wireless modems to communicate with the start. The initial test was satisfactory and based on a preliminary quotation, the January Committee meeting agreed that further tests be carried out during January.

Most of the technical queries have been answered and the decision to go ahead will depend on the satisfactory outcome of a full trial later this month and the system recieving MSA approval. It is hoped that both of the above will be confirmed before the February Committee meeting.

The new system, if approved, will initially give us three intermediate times, 64ft, entry into Orchard and entry into Quarry. Additional split times could be added in the future if the demand and funds are available, the hardware for each additional split time will cost around £900.

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE) ANNUAL GENERAL MEETING

5th MARCH 2001

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds on the 5th March 2001 at 7 30pm

By order of the Committee

John M English

Hon Secretary

- 1 To receive and adopt the minutes of the Annual General Meeting held on 13th March 2000
- 2 To receive the reports of: -
 - a) The Hon Secretary
 - b) The Hon Treasurer
 - c) The Hon Competitions Secretary
 - d) The Chairman
- 3 To receive and adopt the accounts for 2000
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 2001/2002: -
 - a) Officers
 - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.

NOTE

Under item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

OFFICIALS FOR THE YEAR 2000/2001

OFFICERS (Who retire)

Hon Treasurer P Varley

Hon Secretary J M English

COMMITTEE MEMBERS (Who retire by rotation)

T Bendelow, D Burt, T J Wilson, N Drayton (co-opted), S M Baker (co-opted)

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year. The following nominations have been made for 2001/2002

OFFICERS

Hon Treasurer S M Baker

Hon Secretary J M English

COMMITTEE The following have indicated their willingness to stand for re-election

T Bendelow (nominated by the Committee)

D Burt (nominated by the Committee)

T J Wilson (nominated by the Committee)

Including these nominations there are a total of three vacancies for Committee members and nominations for candidates are invited. All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre. Nominations should be sent to the Hon Secretary

J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 26th February 2001

SMALL GRIDS - NO WONDER

Brian Kenyon

Pat and I undertook the 300 mile round trip from Sheffield to the Austin Healey Driver's Forum in Abingdon as I am contemplating racing in the BARC run series.

I previously raced in the MG series' Cockshoot and Phoenix Challenges. As I am not prepared to travel large distances that some of the series' require, I'll probably play at Cadwell, Oulton, Donington, Croft, maybe Snetterton and Silverstone, but Brands, Thruxton and the like are out of the question. To ensure a reasonable number of races throughout the year, I may compete in two or more of the series.

The Cockshoot and Phoenix Fully Modified Sprites and Midgets are similar in their spec, and the semi-modified of the old Halfords Series are more or less in line but the Sprites in the Healey series are way out. There are major differences from the MG series', the Austin Healeys allow the engine to be placed 8" back in the chassis, 5 speed gear boxes (Ford) and rear axles (Ford) are free. Exhaust exit through the car, they run discs all round, detachable rear ends - the boot floor is cut away etc. How they can call such cars 'Austin Healey Sprites' I do not know. A front runner in their championship (came 2nd overall) hasn't even got a Sprite chassis but a tubular space frame!!!! Cars like his, and others like them are surely kit cars? but it's legal!

The Healey people complain about small grids - Croft 12, Snetterton 15 and Mallory 11 - at Mallory only 8 started the race but that's another story. To increase their grid sizes, the Healey people want cross-pollination with other series' but as they are unwilling to give up their wild extravagances it is unlikely to happen. As usual vested interests are being protected instead of the overall good of the championship. The 'Big' Healeys that run in the championship are highly modified but at least retain all the major original components, so why not the 'Sprites'? Unless there is a change in attitude, they will never achieve larger grids

*** IMPORTANT ***

HAREWOOD ENTRY FORMS



Pat Kenyon
Entries Secretary



All entry forms must be fully and correctly completed

Incomplete entry forms are not acceptable under MSA Regulations.

People not fully completing entry forms do not realise the inconvenience they cause to the Entries Secretary and the Secretary of the Meeting. Incomplete forms mean that entry lists cannot be compiled, the event programme cannot be completed until the information is provided. This creates a great strain on the organisational side of the event and causes a disproportionate amount of extra work. In fact, often the whole paperwork side of the event can be held up for days, even weeks!!! because of one competitor's act of carelessness or thoughtlessness.

The acceptance forms used in the past, although reminding people of the information required, are not always returned leaving the Entries Secretary to guess the necessary information. This is not a satisfactory situation.

Licence renewal forms are despatched in November....there is no excuse for regular competitors not having a licence before events are entered. (Brian renewed his in November)

It is the competitors responsibility to know which class he/she should be in. The information is readily available from the Regulations Booklet.

Next of Kin information **MUST** be supplied. this is a regular omission.

I am not endeavouring to be heavy handed but I am trying to ensure that the sequence running up to events can be as smooth as possible. To achieve this I require your full co-operation. I hope you understand fully the inconvenience that has been caused in the past.

The bulk of competitors complete their forms properly and correctly - the foregoing is just a reminder to the few who do not.

RALLY 2000 - NEW ZEALAND

Malcolm Dungworth

Maureen and I were fortunate enough to compete in the 1996 NZ Rally in an 8/1 8 Humber Saloon owned by Gavin Bain. We decided at the end of the Rally that we would try to attend the 2000 Rally with our Humber 9-20 2-seater and had made plans, even booking our motel accommodation in Hamilton over two years in advance. However, two changes occurred. The organisers were forced to move the venue from walking distance from the motel to Mystery Creek, ten miles away. The second was that from June last year I no longer had gainful employment. Fortunately, however, our provisional arrangement for shipping the car could also be changed. Phil Diffey, a fellow Humber owner, kindly introduced us, by Fax and phone to Rob and Pat Knight who had organised the 1992 Pan Pacific Rally. They, in turn, put us in touch with Bill Turner of Fielding, who was prepared to lend us a 1929 Dodge DA for the Rally. Although Bill also has a vintage Chevrolet and other -Cars which comply with New Zealand Vintage Car Club Rules, i.e. cars have to be over 30 years old, he was unable to compete himself due to running his 350 acre sheep farm almost single-handed.

And so, on 30th January we set off for New Zealand via Singapore, where we spent three fun packed days, but saw no vintage cars although we were assured there is an active Classic Car Club.

Our next flight was to Auckland via Sidney, which was delayed due to a fault on the aircraft. This resulted in having to stay overnight in Auckland and an early morning flight to Palmerston North to meet Rob and Pat and pick up the Dodge. The meeting took place without the need for carnations in buttonholes or folded newspapers under arms as specified in the best "schoolboy" spy stories and we were soon off into the countryside to Bill's farm. However, we stopped off to see the V.C.C. branch headquarters of Manawatu and impressive it was. It consisted of a large building reminiscent of a village hall, a very large area of ground in front of it and two "sheds", one for spare parts storage and one for vehicle storage. We were told that most sections of the New Zealand V. C. C. have similar facilities. It was then off to Bill's farm where we found him digging out a dew pond in one of the "paddocks", i.e. sections of land, and had installed a stone Seal with a ball balanced on its nose to add a touch of humour. After a brief trial run up the road, Bill said "there you are, off you go and enjoy

yourselves." At this point we met four friends of Bill from South Island, Ian & Marilyn with an MG Midget and John & Lesley with their Austin Chummy with Gordon England style body.

We then returned to Rob & Pats' house in Sanson, where we were introduced to Alice, Rob's 1908 Alldays. This car was produced by Alldays and Onions of Birmingham, has a twin cylinder 1.6 litre engine, 3 speed gear box and light 2-seater body. Rob has rebuilt the Alldays from virtually a pile of scrap and it is a tribute to both his ability and ingenuity. Apparently the model was in production from 1905 to 1913 and was popular with commercial travellers. Having driven it, and it is very quick, I am sure reps were much more skilled drivers then, than they are today!

The next day we set off in convoy with Rob's 1924 Buick to Hamilton, via a coastal route, staying overnight in a small Inn/Motel at Awakino. During the evening, the local Maoris were indulging in the second day of an "unveiling" in the bar. The music was incredible, but fortunately this did not disturb us. (an unveiling is a celebration of the first anniversary of a death, when the headstone of the deceased is "unveiled")

Arrival at Mystery Creek led into the efficient signing on where we were given our rally details, number board, badge and assorted information. Despite the fact that approximately 2,000 people were milling about, we soon saw the Diffeys, Hirsts, Flancocks and McWhires, all Humber Register friends from the UK. We were well represented at the theatrical Opening Ceremony

Rally Facts

Vehicle Entered

Veteran	63	
Vintage	440	
Post Vintage	204	
Post War	195	
Most Popular years	1929	94
	1930	94
Number of Makes	128	
Most Popular Make		
	Ford	140
Number of Humber	10	
Non New Zealand Entries	240 approx.	

Rally Prommme

6 Days of Hub Rallies

1 Day Experts Rally or Speed Event

1 Day Street Parade in Hamilton

1 Day Members Day & Vintage Picnic

1 Day One Make runs

1 Day Public Display Day

4 Days Signing on, assembly, Opening Ceremony, Prize giving, overseas Visitors reception, Closing

Ceremony, Dinner and final Farewell Get-together
Facilities available at Mystery Creek included:
Information Centre with Meeting Points, Notice
Boards, Insurance Sales, Film & Photograph Sales,
Tour Arrangements for days of non-competitive or
involvement.

Rally Souvenir Shop.
Parts Sales
Tyre Sales
Car Wash area
Covered Area with equipment for running
repairs
Food & Beverage Sales.
Most evenings, meals and entertainment
were available on site.

Rally Format

Rally numbers were issued on coloured
backgrounds with contrasting coloured numbers.

The coloured plate indicated the Hub Rally
you were entered for and the coloured number, the
severity of the chosen route.

Each day even numbers 'rallied out' to a
finishing town and odd numbers 'rallied back' from
the same town and vice versa. At each town the
residents had laid on some form of entertainment
around the time when all the rally competitors
should be at the finish/start assembly point. This
meant that, by mathematical calculation,
approximately 25 cars would be on any given route.
It was therefore possible to travel for many miles
without seeing another competing car. Although the
number of cars at each start/finish point each day
was around 170.

During the route there was a section which
varied in distance over which an average speed
was recorded. It was on the results of the timed
sections that the awards were calculated. We had
a poor result on the first day due to having to fill up
with fuel within the timed section and being unable
to make up sufficient time. However, on other days
we scored 0 or 5 secs but many other competitors
managed 0 over the whole 6 days.

The only complaints we heard about the
rallies were from entrants on the Hub Rallies who
said that some of the fellow competitors were using
modern electrical average speed calculators, but I
didn't see any, and from experts who said the
Experts Rally was too difficult. I thought that was
part of being an Expert!

Towns Visited on the Hub Rallies, Picnic Day
and One-Make Days included

Matamata
Pacrao
Morinsville

Huntly
Tirau
Otorohanga
Cambridge
Te Aroha

The full rally, including final dinner for the two
of us had an entry fee of \$295 (work on \$3 to the
£). Absolutely wonderful value for money.

At the end of the rally we again joined Rob
and Pat to motor back to Fielding. This time via
Taupo where we stayed overnight with Rob and
Pats' friends, Tao and Margaret, retired Dairy
farmers, at their delightful home overlooking Lake
Taupo. Lots of interesting places were visited,
including the "Craters of the moon" an area of hot
springs and bubbling mud very like Rotarua, but
without the tourists and commercialism. Back in
Sanson, we stayed once more with Pat and Rob
where at one stage other visitors arrived from
Australia, USA, Canada and Northern Ireland. Our
visit ended with us returning the car to Bill at
Fielding, where we stayed two nights and enjoyed
meeting his wife Christine and daughter Dee,
touring the farm and driving the other cars.

During our travels we covered over 2,500
miles in the Dodge and had no problems other than
a puncture. Fuel consumption (who cares) at 35
p.p.g.

During the course of the Rally we took a day
off on the Open Day, left the Dodge on display,
and took a visit to the narrow gauge railway at
Coromandel - an experience not to be missed for
anyone in the area.

DAVID GRACE'S SUPER CAR

Not his new soon to be raced Ferrari, or even
his racing Healey 3000, David Grace has lurking
in his garage an interesting car from his past, a
Minor 1000. Not the sort of car that you would
expect from a speed merchant like David, but then
with its 16 valve engine, it can hardly be described
as ordinary.

It has a much improved specification over that
of the original design. If you see David in the
paddock, you will have to ask him for further details.
His original car led rather a chequered life.

DATES FOR YOUR DIARY



AGM
5th March

Practice Day
March 25th

Spring National
April 15th

Harewood Open
May 12th

May Championship
May 13th

Jim Thomson Trophy
June 10th

MSA Championship
Practice June 30th/
Event July 1st

Montague Burton
August 5th

Greenwood Cup
Sept 8th

Championship Finals
Sept 9th

MEMO

ADVERTS, ARTICLES, LETTERS
are always required for the 'Times'.
If you have anything you think
suitable, please send it
immediately.

Some may think that there is an
elite clique allowed articles in the
'Times'.

This is not so and all articles from
all the membership are welcome.
Remember - if we don't know about
it, we can't print it!

Items for the next edition of the 'Times'
to the Editor by

14th March 2001 please.

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The inclusion of any article in this publication does not imply
that the Club, its Officers, its Editorial staff or any other
member shares any opinion expressed therein.



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**PLEASE -
NO LATE CALLS**



I would like to remind everyone to
make any phone calls concerning
the Yorkshire Centre and Harewood
BEFORE 7.00pm please